

FE213

WIRE DRAG

Diagram No. 1247

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey ... Wire Drag
Field No. RH-20-2-73
Office No..... FE-213WD (1973)

LOCALITY

State Florida
General Locality .. Fort Pierce
Locality Off St. Lucie Shoal

19 73

CHIEF OF PARTY

CDR L.E. Pickens

LIBRARY & ARCHIVES

DATE November 20, 1974

☆ U.S. GOV. PRINTING OFFICE: 1976-669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as;

FE No.2 1974WD

FE213
WIRE DRAG

F E No. 2 1974 WIRE DRAG

FE 213 WD

Diag. Cht. No. 1247.

FORM C&GS-504

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. RH-20-2-73 Office No. SP-AMC-1-RH-73

LOCALITY

State FLORIDA

General locality FORT PIERCE

Locality OFF ST. LUCIE SHOAL

1973

CHIEF OF PARTY

CDR. LEONARD E. PICKENS

LIBRARY & ARCHIVES

DATE 11-20-74
~~XXXXXXXXXXXXXX~~

F E No. 2
1974
WIRE DRAG

HYDROGRAPHIC TITLE SHEET

~~#9368~~
SP-AMC-1-RH-73INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form,
filled in as completely as possible, when the sheet is forwarded to the Office.

FIELD NO.

RH-20-2-73

State FloridaGeneral locality Fort PierceLocality Off St. Lucie ShoalScale 1:20,000Date of survey 19 thru 28 March 1973Instructions dated 15 January thru 22 Feb. 1973 Project No. SP-AMC-1-R/H-73Vessel NOAA Ships RUDE & HECKChief of party CDR LEONARD E. PICKENSSurveyed by Ships PersonnelSoundings taken by echo sounder, hand lead, ~~water~~

Graphic record scaled by _____

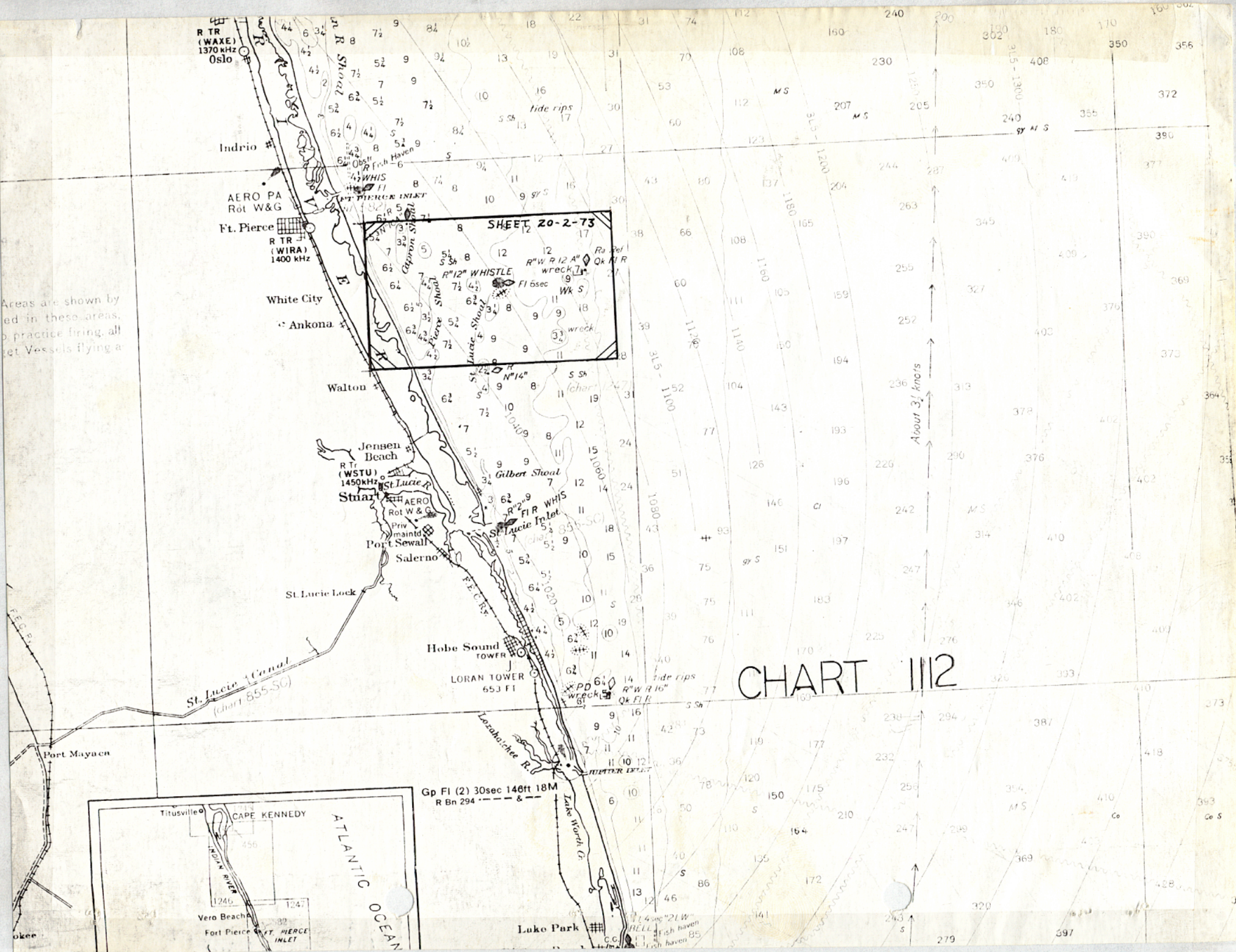
Graphic record checked by _____

Protracted by CALCOMP AMCAutomated plot by AMCSoundings penciled by M.W. Johnson AMCSoundings in ~~fathoms~~ feet at MLW ~~MLW~~ ^{Smooth} BASED ON ~~PREDICTED~~ TIDESREMARKS: Ship and F&N Buoys plotted by automation
all other work done manually

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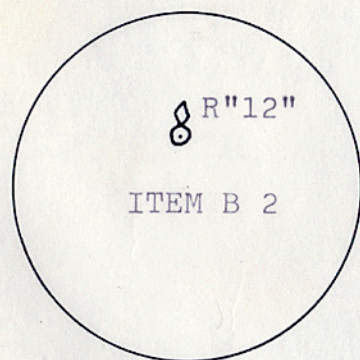
Areas are shown by
ed in these areas.
o practice firing, all
et Vessels flying a



80 10
+

80 05
+

80 00
+ 27 25



PROGRESS SKETCH

OPR-SP-AMC-1-R/H-73

WIRE DRAG- SHEET 20-2-73

FORT PIERCE, FLORIDA

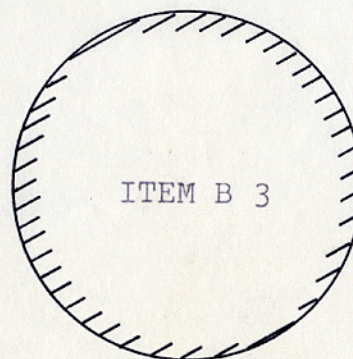
NOAA SHIPS RUDE & HECK

L.E.PICKENS, CHIEF OF PARTY

MARCH 1973

SCALE 1:80,000

+



+ 27 20

DESCRIPTIVE REPORT

TO ACCOMPANY

WIRE DRAG FIELD NUMBER RH-20-2-73

PROJECT SP-AMC-1-R/H-73

FORT PIERCE, FLORIDA

1973

CDR L.E. PICKENS

NOAA SHIPS RUDE & HECK

A. AUTHORITY

This project was authorized under Project Instructions SP-AMC-1-R/H-73, Wire Drag, Southeast Coast Investigations, dated 15 January 1973; also, Change 1, dated 9 February 1973, Change 3, dated 14 February 1973, and Change 3, dated 22 February 1973. ✓

B. CHARACTER AND LIMITS OF THE WORK

The purpose of this project was to investigate and prove or disprove the existence of three reported items offshore of Fort Pierce, Florida. ✓

The locality of the survey, covered by C&GS Charts 1247 and 1112 is as

follows: ^{Boat} Sheet layout is from Latitude 27°19'N to 27°27'N and from Longitude 80°03²'W to 80°16¹'W.

The reported positions of the three items are as follows: Item B-1 Latitude 27°23.6'N, Longitude 80°03.1'W; Item B-2 Latitude 27°23.0'N, Longitude 80°08.0'W; Item B-3 Latitude 27°20.2'N, Longitude 80°04.6'W. *this item not investigated*

B-1 (wreck Amazon)

The entire survey was conducted on a scale of 1:20,000 using Raydist
DR-S Range-Range control. ✓

C. CONTROL AND SHORELINE

Raydist DR-S Range-Range control was utilized. The Raydist was operating
on a frequency of 3300.4 KHz, giving a lane width of 45.39904 meters.

There was no shoreline on the sheet.

Two Raydist shore stations, FAT and WORTH, were utilized for control. ✓

FAT, located 6.7 miles north of the Fort Pierce, Florida entrance channel,
served as the RED station. WORTH, located near Jupiter Inlet, Florida,
served as the GREEN station.

Upon completion of the survey the stations were dismantled, but both
stations are recoverable as described in the enclosed station descrip-
tions under attachment VII. *Filed with survey records.* A list of all signals used is given in
Attachment I. ✓

D. DATE OF SURVEY

Operations on SP-AMC-1-R/H-73 (Sheet R/H-20-2-73) were begun on 19
March 1973 and completed on 28 March 1973. *FE No. 2, 1974* ✓

E. TIDAL REDUCERS

Preliminary reduction of each days data was done using predicted tides. ✓

Actual tidal data has been furnished by the Rockville Office for the
standard tide gauge at Miami Beach, Florida with correctors for Fort ✓

Pierce, Florida. See Attachment X for description and location of tide gauge station.

Servicing and levels to this gauge were not required.

F. JUNCTIONS ✓

Not applicable.

G. SPLITS

No splits exist on Sheet ^{FE No. 2, 1974} R/H-20-2-73. ✓

H. GROUNDINGS AND HANGS

See Attachment II.

I. GENERAL NOTES

Morning and evening calibrations were made by running a range off the Fort Pierce Entrance Channel. (See Attachment I). ✓

In addition to morning and evening calibrations, frequent lane counts were taken whenever practical on navigation buoys. ✓

Throughout this survey an 800 ft. towline was utilized; thus the distance from the Raydist antenna to the end buoy was 265 meters. ✓

The following occurrences should be noted when verifying this survey: ✓

B DAY (21 March 1973)

Day was spent running ship hydrography over Item B3 and determining locations of parts of badly broken up wreck.

C DAY (22 March 1973)

Portion of day was spent running ship hydrography over Item B1 in an attempt to determine shoalest broken-up section of wreck. Progress hampered by large ground swells originating to the northeast of the working area. This, combined with drag tender trouble, resulted in poor tests for the day.

D DAY (23 March 1973)

Large ground swells, originating to the northeast of the working area, again resulted in poor tests.

E DAY (27 March 1973)

Strip rejected for lack of tests due to launch trouble.

J. CURRENTS

In general, currents were from the North. However, it was found to be advantageous to conduct our own "current survey" prior to planning a strip. This was accomplished by setting a tester to the approximate depth of the drag, plotting its position as it entered and again as it was retrieved from the water and noting the length of time involved. In this manner both velocity and direction of the current were determined.

K. DISCREPANCIES AND COMPARISONS WITH RECENT SURVEYS AND CHARTS

In accord with Page 3, Paragraph 2 of Project Instructions, prominent new landmarks were located, charted landmarks were re-evaluated, and a

letter sent to Coast Pilot Branch. See Attachment IX.

In general, charted depths from the most recent charts were found to be quite reliable, and were used daily in conjunction with hydrographic surveys supplied by AMC and ship hydro run immediately prior to wire dragging.

The following obstructions were located while searching for the charted items as provided for in Project Instructions and constitute discrepancies to existing charts.

1) The wreck near buoy "WR12A" at Lat. $27^{\circ}23.6'N$, Long. $80^{\circ}03.1'W$ charted as cleared to 42 feet: the shoalest depth on the wreck - a large metal hull, badly broken up - was ^{hung at 65' pos. in lat. $27^{\circ}23.5'$, Long. $80^{\circ}03.7'$} 65 ~~1/2~~ feet. ^{smooth}? (Using ~~predicted~~ tides), at M.L.W. (See Review Par 4 item B-1) *See next page*

2) The wreck charted at Lat. $27^{\circ}20.2'N$, Long. $80^{\circ}04.6'W$ with a depth of 24 feet: the wreck, again a large metal hull badly broken up, was cleared to a minimum effective depth of ⁴⁵ ~~46~~ feet at M.L.W. (using ~~pre-~~ ^{smooth} ~~dicted~~ tides).

L. PERSONNEL AND EQUIPMENT

Throughout this survey the RUDE & HECK acted as guide and end vessel respectively. Both ships are equipped with Raytheon DE-723 fathometers which were used in planning the drag strips. Ship's launches and skiffs alternated as drag tester units, dependent on the state of the sea and the weather.

Standard wire drag equipment was used throughout the survey. It should ✓
be noted that during the 1972-73 inport period, some "new" intermediate
buoys were obtained. These buoys were left over from the old drag boats
WAINWRIGHT & HILGARD and appear to be the same as our standard intermed-
iate buoys: However, some question exists as to the weight and towing
characteristics.

Officers aboard during this survey included: CDR L.E. Pickens, LCDR ✓
W.M. Noble, LTJG S.H. Manzo, LTJG B.L. Wescott, ENS H.B. Arnold, ENS
R.D. Wells, and ENS T.A. Bergner.

M. MISCELLANEOUS

Operations were hampered by launch breakdowns and heavy swells originat- ✓
ing to the northeast of the working area. The heavy swell resulted in
accepting a larger combined lift and swell than normal, and thereby re-
ducing effective depths achieved.

N. SUMMARY

Item B-1

Two charted wreck positions near buoy "WR12A", one of which is charted
at Lat. 27°23.6'N, Long. 80°03.1'W, was cleared to 42 feet. ^{Not found on F.E.} The shoalest
depth on the wreck - a large metal hull, badly broken up - was 65 ^{ft hung at} ~~42~~
feet (using predicted tides) at M.L.W. ^{see Review} ^{Hung at 73 ft 65}
^{Rn. 4 item B1} ~~cleared at 70~~

Item B-2

Due to time limitations, this item was not investigated. The priority
assigned showed this item to be 3 or 4 of 4. Hydrography supplied by
AMC indicated a shoal in the vicinity of Buoy "R12" as having a lesser

depth than that of the charted wreck.

Item B-3

Reposition 120 m wsw See Review ✓
A charted wreck at Lat. 27°20.2'N, Long. 80°04.6'W, The wreck, with a charted depth of 24 feet, was located using ship hydrography in conjunction with a previous hydrographic survey. The wreck, a large metal hull again badly broken up, was cleared to a minimum effective depth of ⁴⁵~~46~~ feet using ^{smooth}~~predicted~~ tides.

O. RECOMMENDATIONS

Recommend Item B1 be charted as cleared to 65 feet. This item is considered complete. *- Not considered complete See Review*

Recommend Item B2 be given additional work.

Recommend Item B3 be charted as cleared to ⁴⁵~~46~~ feet. This item is considered complete. ✓

APPROVAL SHEET

All records of this survey prior to smooth plotting are hereby approved.

Item B2 was not investigated due to time limitations in the area. The priority assigned showed this item to be 3 or 4 of 4. Hydrography supplied by AMC indicated a shoal in the vicinity of buoy "R12" as having a lesser depth than that of the charted wreck. ^{*No depth on chart?*} Items B1 and B3 ^{*see Review*} are considered complete and adequate for charting. The field work was personally supervised by the undersigned and the boatsheet and records were inspected daily.

Leonard E. Pickens
CDR Leonard E. Pickens
Commanding Officer
NOAA Ships RUDE & HECK

LIST OF ATTACHMENTS

- I. A) RAYDIST CONTROL STATIONS
 B) VISUAL CONTROL SIGNALS
- II. LIST OF GROUNDINGS AND HANGS
- III. A) DAILY RAYDIST CORRECTORS
 B) ELECTRONIC CALIBRATION INFORMATION
- IV. STATISTICS
- V. AIDS TO NAVIGATION
- VI. PROJECT INSTRUCTIONS
 A) CHANGE #1
 B) CHANGE #2
 C) CHANGE #3
- VII. RAYDIST STATION DESCRIPTIONS
- VIII. A) TIDES, SMOOTH
 B) REPORT - TIDE STATION
- IX. COAST PILOT CHANGES
- X. PARAMETERS
 A) BOATSHEET, REQUEST FOR
 B) ELECTRONIC CONTROL PARAMETER SHEET

ATTACHMENT I

A. RAYDIST CONTROL STATIONS

<u>station</u>	<u>latitude</u>	<u>longitude</u>	<u>remarks</u>
FAT	27 34 38.629	80 19 38.080	RED STATION
WORTH	26 57 37.855	80 05 02.040	GREEN STATION

B. VISUAL CONTROL SIGNALS

<u>signal</u>	<u>latitude</u>	<u>longitude</u>	<u>remarks</u>
* PIERCE 2	27 28 11.217	80 17 27.9	FRONT RANGE
TANK	27 27 23.520	80 19 44.1	REAR RANGE
J.C. PARK TANK	27 27 10.160	80 17 13.3	LEFT ANGLE

* NOTE: Pierce 2 was a visual signal constructed by ship's personnel over the disc of the same name. The structure was approximately 25 feet tall.

ATTACHMENT II

LIST OF GROUNDINGS AND HANGS

Position No. & Dayletter	Buoy No.	Lattitude	Longitude	Grounded Effective Depth	Cleared by Day & Strip No.	Cleared Effective Depth	Charted Depth	Remarks
13-A	3-4	27 23.48	80 03.62	75 ⁷³	C-3	71 ⁵⁶ <i>rejected</i>	56	Hung "Amazone" S. to N.
20-C	2-3	27 23.43	80 03.38	----	----	----	105	Hung "WR12A" keeper buoy from N. to S.
20-C3	3-4	27 23.45	80 03.15	----	----	----	105	Hung "WR12A" buoy from N. to S.
9-D	2-3	27 23.43	80 03.38	----	----	----	105	Hung "WR12A" keeper buoy from S. to N.
9-D	3-4	27 23.45	80 03.15	----	----	----	105	Hung "WR12A" buoy from S. to N.
19-D	2-3	27 23.48	80 03.62	75 ⁶⁵	C-3 ^{D-2}	71 ^{Not cleared}	56	Hung "Amazone" from N. to S.
DP 6-E	3-4	27 20.2	80 04.6	54	----	----	24	Item B-3. Strip rejected, but saved hang location.
28-F	3-4	27 20.15	80 04.55	50 ⁴⁹	F-2	46 ⁴⁵	24	Rehung Item B-3

ATTACHMENT III

DAILY RAYDIST CORRECTORS

date	day letter	RUDE		HECK	
		red	green	red	green
19 March 1973	A	+0.2	0.0	-0.1	-0.1
21 March 1973	B	----- Recon. Hydro-----			
22 March 1973	C	+0.2	+0.2	+0.1	-0.1
23 March 1973	D	+0.2	+0.2	+0.1	-0.1
27 March 1973	E	----- Rejected -----			
28 March 1973	F	0.0	0.0	-0.1	-0.2

ATTACHMENT IV

STATISTICS

date	day letter	strip #	volume #	positions	L.N.M.	S.N.M.
19 March 1973	A	1	I	13	1.15	1.15
21 March 1973	B	----- Recon. Hydro -----				
22 March 1973	C	1	I	14	2.0	1.8
	C	2	I	6	0.3	0.23
	C	3	I	10	1.20	1.02
23 March 1973	D	1	I	9	1.20	0.83
	D	2	I	10	1.0	0.45
	D	3	I	10	1.0	0.50
27 March 1973	E	1	I	---- Rejected -----		
28 March 1973	F	1	I	12	1.27	0.93
	F	2	II	10	1.15	0.80
	F	3	II	6	0.70	0.49

ATTACHMENT V

FLOATING AIDS TO NAVIGATION

<u>name</u>	<u>latitude</u>	<u>longitude</u>	<u>remarks</u>
Buoy "10A"	27 26.55	80 13.45	Used to check lane count.
Buoy R"12"	27 23.18	80 07.65	Used to check lane count.
Buoy R"WR12A"	27 23.45	80 03.15	Used to check lane count.
Keeper Buoy for R"WR12A"	27 23.43	80 03.38	Used to check lane count.

4-6-71

ATLANTIC MARINE CENTER

ELECTRONIC CONTROL PARAMETERS

SP-AMC-1--R/A-73

1. Project # OPR
2. Reg. # H-
3. Field # RH-20-2-73 WD
4. Type of Control Raydist (Hi-Fix, Raydist, EPI, etc.)
5. Frequency 3300.4 (for conversion of electronic lanes to meters)
6. Mode of Operation (check one):

Range-Range ☒

Range One (R₁)
Station I.D. FAT
Range Two (R₂)
Station I.D. WORTH

Range-Visual ☐

Lat. 27 ° 34 ' 38.629 "
Long. 80 ° 19 ' 38.080 "
Lat. 26 ° 57 ' 37.855 "
Long. 80 ° 05 ' 02.040 "

Hyperbolic (3-station) ☐

Slave One
Station I.D. _____
Master
Station I.D. _____
Slave Two
Station I.D. _____

Hyper-Visual ☐

Lat. _____ ° _____ ' _____ "
Long. _____ ° _____ ' _____ "
Lat. _____ ° _____ ' _____ "
Long. _____ ° _____ ' _____ "

7. Location of Survey:

Range-Range ☒

Imagine an observer is standing at R₁ Station and looking directly at R₂ (check one):

Survey area is to observer's Right ☐ A=0

Survey area is to observer's Left ☒ A=1

Hyperbolic ☐

Looking from survey area toward Master Station:

Slave One must be to observer's Left.

Slave Two must be to observer's Right.

☒ This form is submitted as an aid in preparing a boat sheet.

☐ This form applies to all data on this survey.

☐ This form applies to part of the data on this survey.

Vessel	From	To	Position Numbers
EDP #	Time	Day	(inclusive)
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____

9. Remarks: R1 RED R2 BLUE

2-18-71

ATLANTIC MARINE CENTER

PROJECTION PARAMETERS

POLYCONIC OR MODIFIED TRANSVERSE MERCATOR

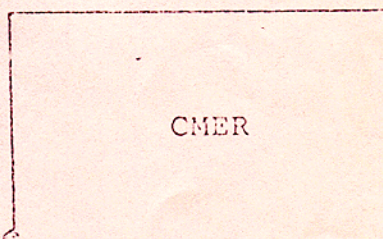
1. Project No. SP-AMC-1-R/H-73 4. Requested By M W Johnson
2. Reg. No. H-9248 5. Ship or Office Verification
3. Field No. R/H-20-2-73 6. Date Required asap
7. Polyconic ☐ Modified Transverse Mercator ☒
8. Central Meridian of Projection 080 ° 08 ' 00 "
9. Survey Scale: 1:20,000
10. Size of Sheet (check one):
36 x 54 ☐ 36 x 60 ☐ Other ☒ Specify 36"x36"
11. Sheet Orientation (check one):

NYX = 1 ☐

N

NYX = 0 ☒

N



12. Plotter Origin: S.W. Corner of Sheet (not necessarily a grid intersection)
Latitude 27 ° 18 ' 00 "
Longitude 080 ° 12 ' 00 "
13. G.P.'s of triangulation and/or signals attached ☒
14. Material Desired: Tracing Paper ☐ Mylar ☐
Smooth Sheet ☒ Other ☐ Specify A&D sheet .003 mylar
15. Remarks: Smooth sheet type grid and Raydist arcs
A&D sheet, tick marks only

ADDENDUM

H-9888 WD
SP-AMC-1-RH-73

Item B1 (wreck "Amazone", 27°23.48', 80°03.62'⁹) of ~~H-9888 WD~~ ✓
was hung on A Day Strip 1 with an effective depth of 73 feet.
Strip 2 of A Day also hung this item. The strip was not
used, but the approximate effective depth was 69 feet. C Day
Strip 3 cleared with an effective depth of 70 feet. ^{Revised} D Day
Strip 2 hung this item with an effective depth of 65 feet.
We were unable to resolve this discrepancy. This item is
shown on the smooth sheet and A&D sheet as hung at 65 feet
with no cleared depth.

It appears that this survey proves only that a wreck does ✓
exist at this location.

Norfolk, Virginia
November 14, 1974

William L. Jonns
W. L. Jonns
Chief, Verification Branch
Processing Division
Atlantic Marine Center

ATLANTIC MARINE CENTER
APPROVAL SHEET
FOR
AUTOMATED SURVEY ~~H-9568~~ WD
SP-AMC-1-RH-73

- A. All revisions and additions made on the smooth sheet during verification have been entered in the magnetic tape records for this survey. A new final position printout has/has not been made. A new final sounding printout has/has not been made. NA

Date: November 14, 1974

Signed: *William L. Jonns*

Title: William L. Jonns
Chief, Verification Branch

- B. The verified smooth sheet has been inspected, is complete, and meets the requirements of the Hydrographic and AMC Manuals. Exceptions are listed in the verifier's report.

Date: November 14, 1974

Signed: *C. Dale North Jr.*

Title: C. Dale North Jr. LCDR NOAA
Chief, Processing Division

GEOGRAPHIC NAMES

F.E.No.2-1974 W.D.

Name on Survey	<div> <div>A</div> <div>ON CHART NO.</div> <div>B</div> <div>ON PREVIOUS SURVEY NO.</div> <div>C</div> <div>ON U.S. QUADRANGLE MAPS</div> <div>D</div> <div>FROM LOCAL INFORMATION</div> <div>E</div> <div>ON LOCAL MAPS</div> <div>F</div> <div>P.O. GUIDE OR MAP</div> <div>G</div> <div>RAND McNALLY ATLAS</div> <div>H</div> <div>U.S. LIGHT LIST</div> <div>K</div> </div>										
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HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. H-9368 F.E.No.2-1974 W.D.
SP-AMC-1-RH-73

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET & A&D Sheet		1	BOAT SHEETS		20	
DESCRIPTIVE REPORT		1	OVERLAYS			
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES						
CAHIERS						
VOLUMES	1	3 wire drag				
BOXES						1
T-SHEET PRINTS (List)						
na						
SPECIAL REPORTS (List)						
na						

OFFICE PROCESSING ACTIVITIES

The following statistics will be submitted with the cartographer's report on the survey

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				200
POSITIONS CHECKED		40		
POSITIONS REVISED		7		
DEPTH SOUNDINGS REVISED				
DEPTH SOUNDINGS ERRONEOUSLY SPACED				
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED		Elec Control		
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS		0		
JUNCTIONS		0		
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS		0		
SPECIAL ADJUSTMENTS		0		
ALL OTHER WORK	2	51	26	
TOTALS	2	51	26	
PRE-VERIFICATION BY Johnnie Griffin		BEGINNING DATE Oct.24,74	ENDING DATE Oct.24,74	
VERIFICATION BY Michael Johnson		BEGINNING DATE Nov.1,74	ENDING DATE Nov.12,74	
REVIEW BY D. J. Ronesburg		BEGINNING DATE 11-29-74	ENDING DATE 12-16-74	

Inf. 7, B. Powers 2/28-75 11pm. Carlson 1340 03/11/75

REVIEW
FIELD EXAMINATION NO. 2, 1974 W.D.
WIRE-DRAG INVESTIGATIONS
FLORIDA EAST COAST, FORT PIERCE INLET, OFF ST. LUCIE SHOAL

1. This wire-drag field examination was made in compliance with Project Instructions SP-AMC-1-R/H-73, dated January 15, 1973.

2. The purpose of the field examination was to investigate the three wrecks reported offshore of Fort Pierce in lat. $27^{\circ}23.6'$, long. $80^{\circ}03.1'$; lat. $27^{\circ}23.0'$, long. $80^{\circ}08.0'$ and lat. $27^{\circ}20.2'$, long. $80^{\circ}04.6'$. Wreck buoys marking two of these items may be discontinued by the Coast Guard pursuant to information from the wire-drag investigations.

3. The results of the investigation are shown on the accompanying Mylar overlay inserted in the Descriptive Report.

4. A comparison between Chart 1247 and the field examination indicates that the following revisions to the chart are necessary to reflect the final results of the investigations:

A. The cleared by 42 Wk charted in lat. $27^{\circ}23.6'$, long. $80^{\circ}03.2'$ from F.E. No. 5 of 1944 was disproved by an effective drag of 84 feet on the field examination and should be deleted from the chart. The 56 Wk charted in lat. $27^{\circ}23.5'$, long. $80^{\circ}03.7'$ from H-8783 (1964) is believed to be the same wreck and should be retained on the chart.

Verification of the location of the wreck at the position of the 56 Wk was obtained with a hang of 65 feet on the field examination. This hang was not cleared by subsequent drag strips and therefore should not supersede the 56 Wk for charting.

B. The 24 Wreck charted in lat. $27^{\circ}20.2'$, long. $80^{\circ}04.62'$ was located on H-8957 (1967). The wreck was hung at 49 ft. and cleared at 45 ft. on the present field examination. It should be charted in accordance with present information.

5. The wreck in paragraph 4B was cleared twice from one direction and observed by divers.

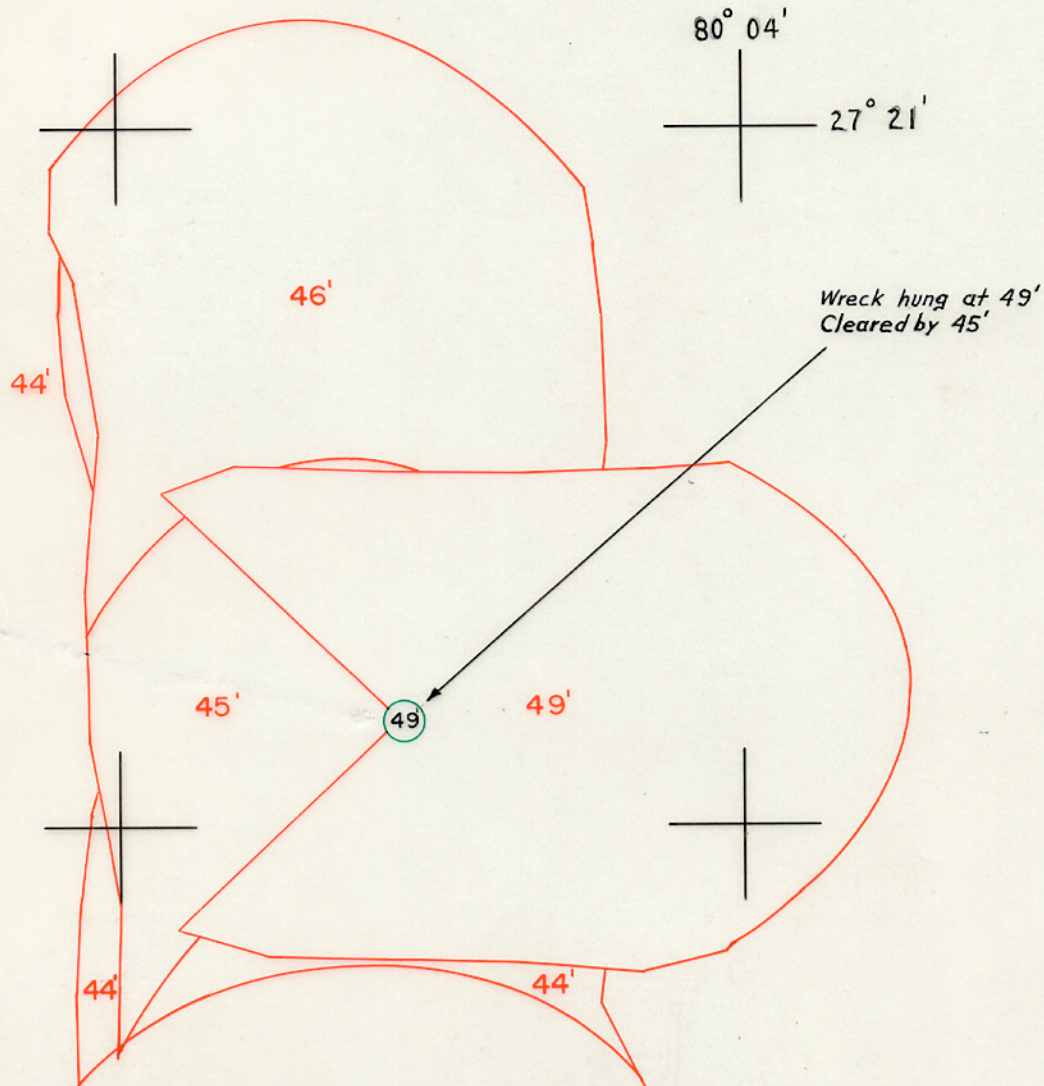
6. The wreck at lat. $27^{\circ}23.5'$, long. $80^{\circ}03.7'$ (para. 4A) was not satisfactorily investigated. It was hung on A day at 73 feet and later cleared by 70 feet the same day. The 70 ft. cleared depth has been rejected. On D-day, the wreck was hung again at 65 feet without being cleared by subsequent drag strips. Divers estimated the wreck to extend 25-30 feet off the bottom in depths of 80-85 feet. Fathograms show wreck traces to 62 feet. Additional work on this item at some future date should be done to resolve this conflicting data.

7. Drag work was accomplished on several days when the sea and swell were 5 and 6 feet which is excessively large and undoubtedly contributed to the questionable data obtained on these investigations. Depth observations by divers was also questionable and some has apparently been rejected in the field.

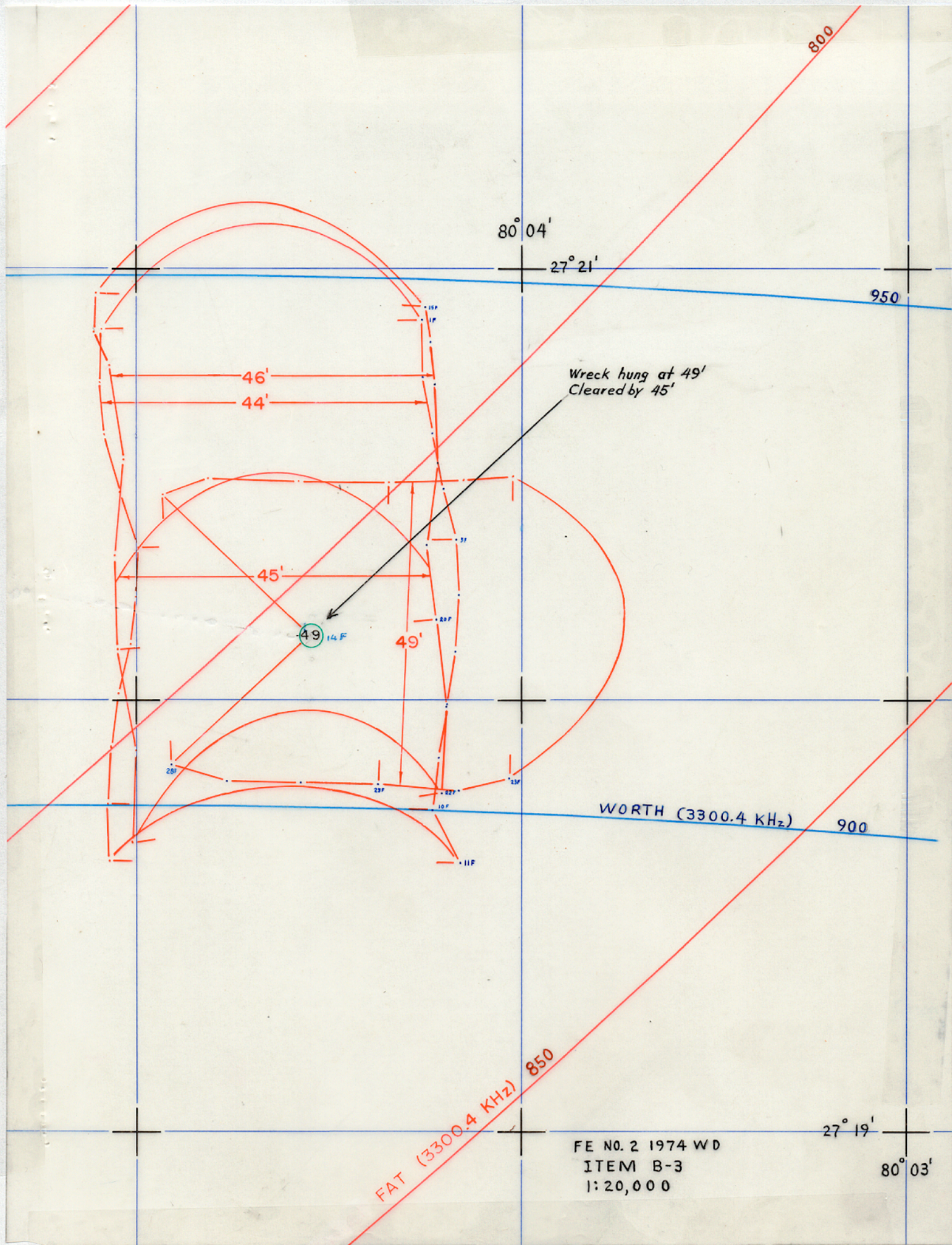
8. The Descriptive Report adequately covers all other matters pertinent to this examination. No further discussion is considered necessary.

Reviewed by: D. J. Romesburg
December 16, 1974

Inspected by: F. B. Powers
February 28, 1975



A & D SHEET
TO ACCOMPANY
RH-20-2-73 WD
FE NO.2 1974 WD
1:20,000



27° 25'

80° 03'

FAT (3300.4 KHz) 750

WORTH (3300.4 KHz) 1100

27° 24'

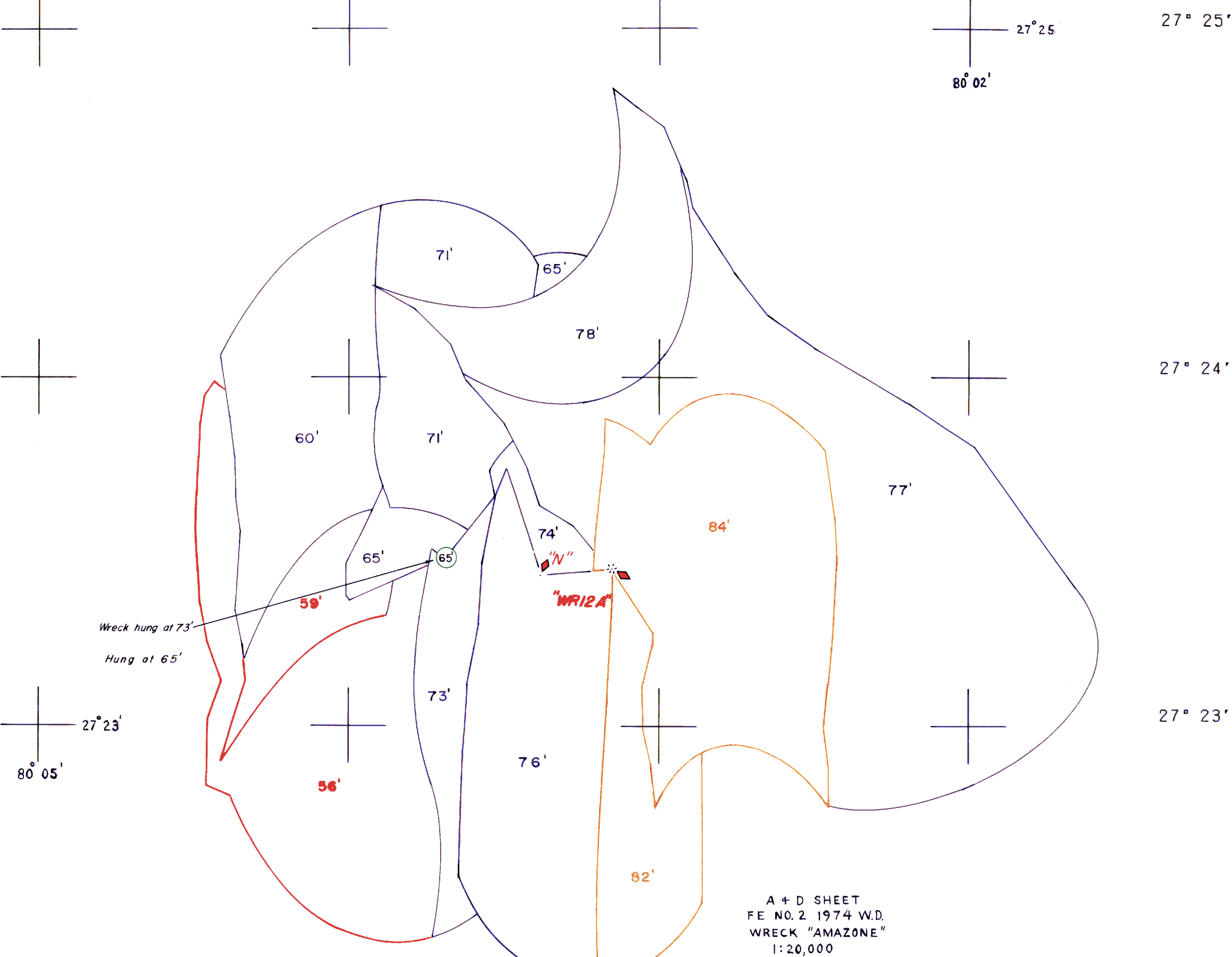
27° 23'

1050

Wreck hung at 73'
 Reject ~~Cleared by 70'~~
 RMC 8
 3/75 Hung at 65'

"WR12A"

ITEM B-1
 FE NO. 2 1974 WD
 WRECK "AMAZONE"
 1:20,000



80° 00'

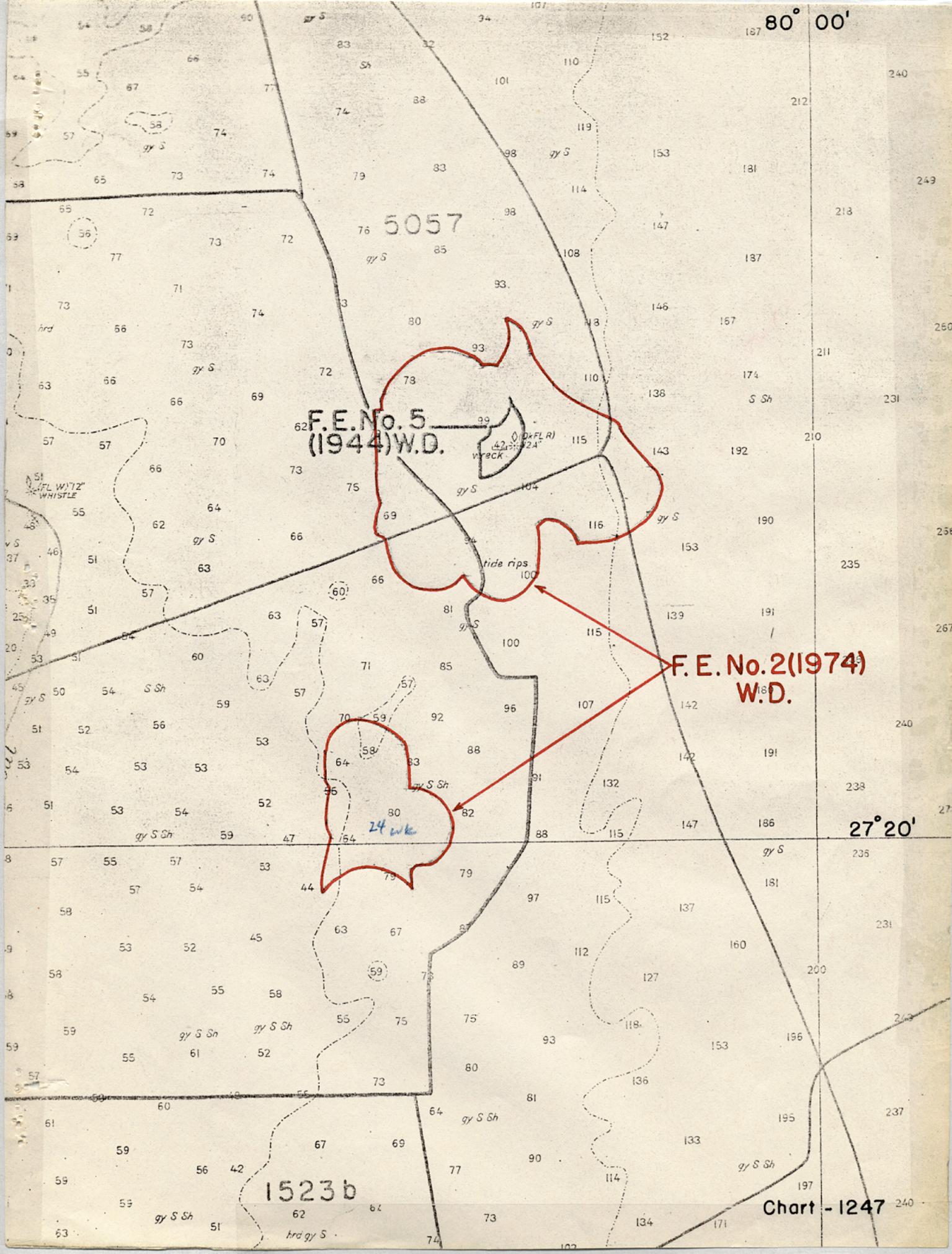
F.E.No.5
(1944)W.D.

F.E.No.2(1974)
W.D.

27° 20'

1523b

Chart - 1247



RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. F.E.No.2-1974 W.D.

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

[illegible]